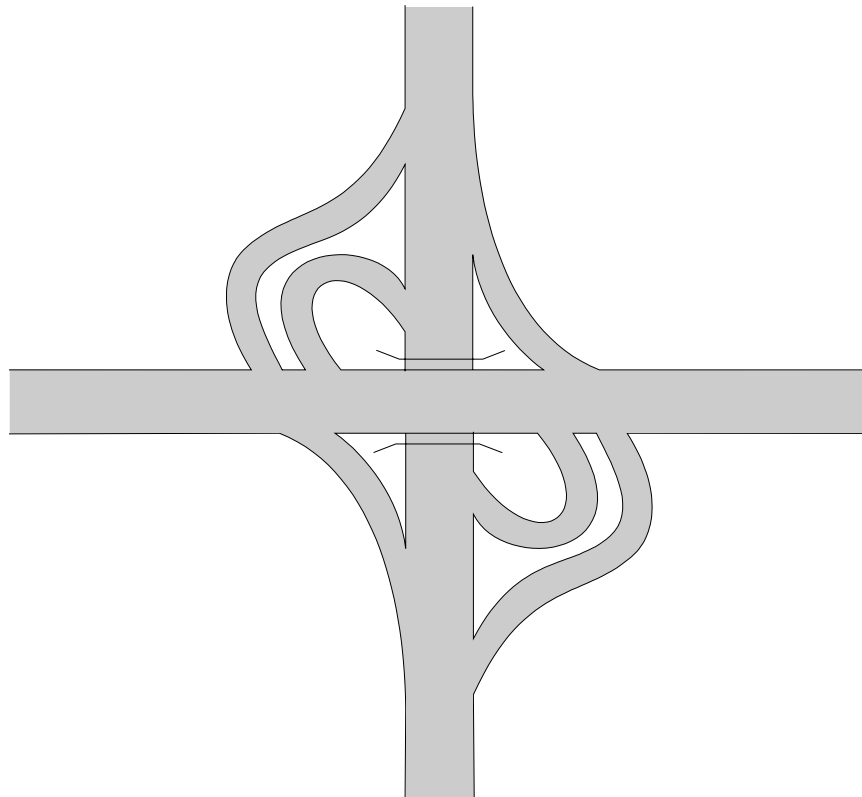


## ***Interchange Studies***



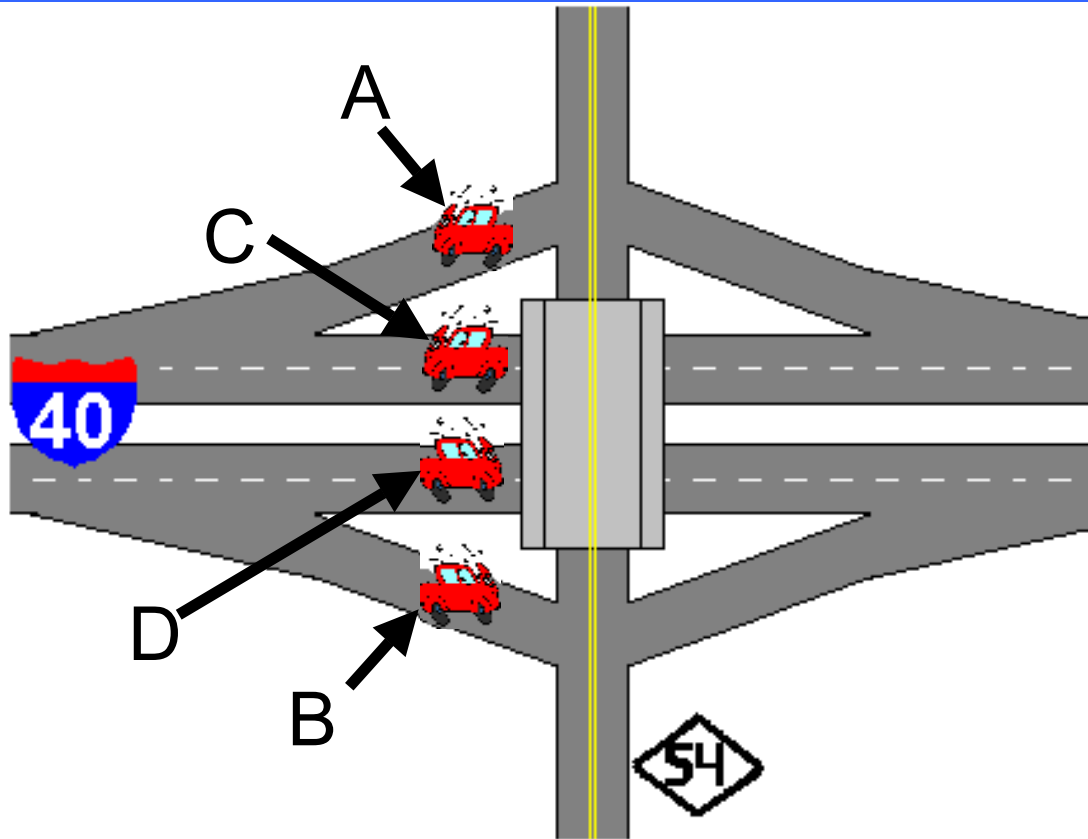
# Interchange Studies

- Can be performed as either an intersection study or multiple strip studies.
- Be careful of ramp situations.
- Be careful of loop situations.
- Crash reports should always be reviewed.

# Ramps

- Occurs when a crash occurs on a ramp
- Creates problems for locating crashes properly, since there is no way on the crash report to consistently differentiate between any specific ramp
- If a study location includes a ramp then crashes will need to be manually reviewed to determine where they actually occurred

# Ramp Example



If a crash was reported as occurring on I 40, 100 feet from NC 54 AND the crash was noted as occurring on a ramp, the crash could have actually occurred at A or B.

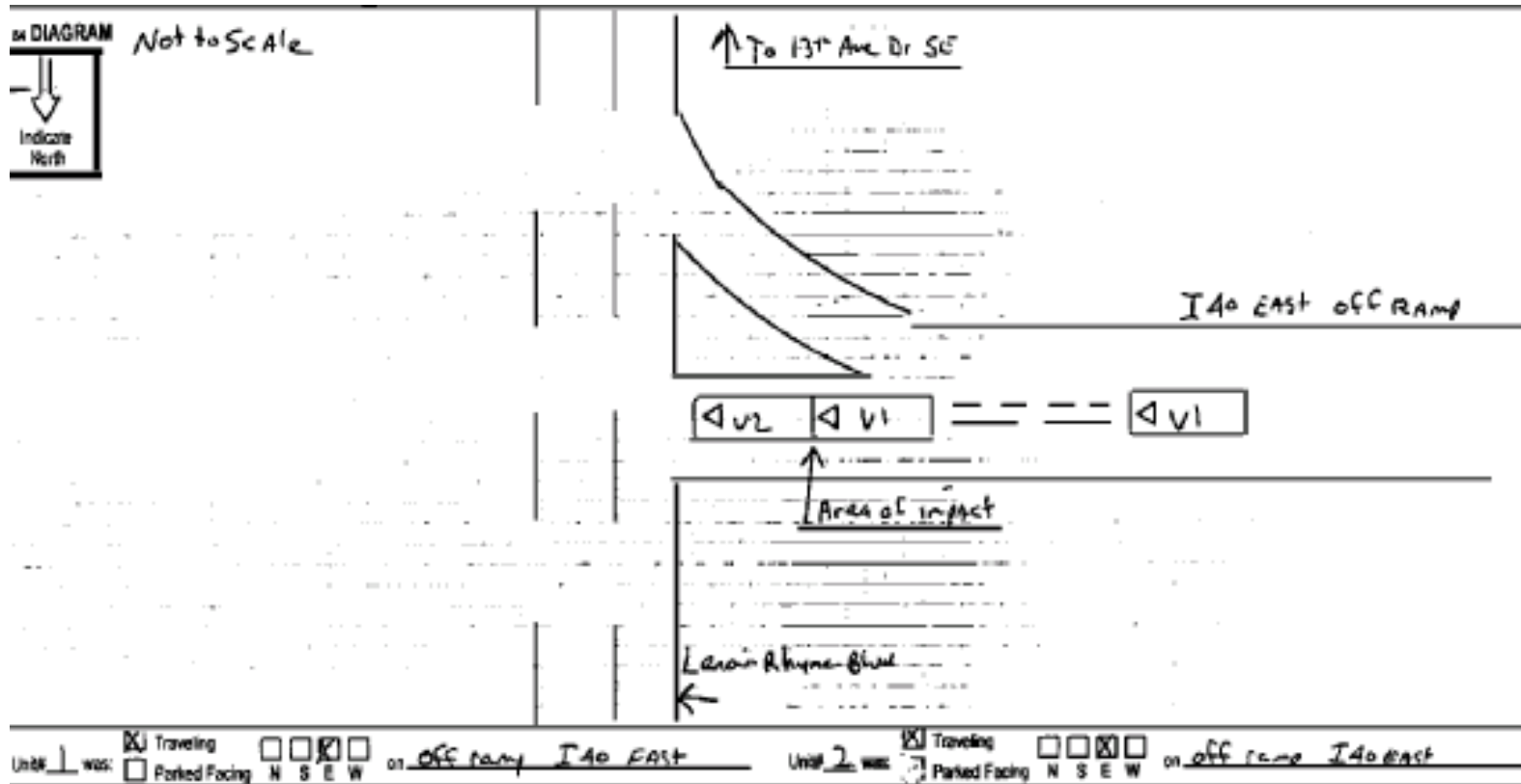
If a crash was reported as occurring on I 40, 100 feet from NC 54 AND it was not noted whether or not the crash occurred on a ramp, the crash could have actually occurred at A, B, C or D.

## Ramp Example (cont.)

- If a study location involves a ramp, it is not possible to determine, directly from the database, exactly where each individual crash occurred
- It will be necessary to manually review each crash report to determine the specific crash location from information on the report
- The narrative and collision diagram on each crash report are usually very helpful.
- Note: It may NOT be possible to definitively determine the relative location of a given crash, even with the crash report information (specific situational judgement is sometimes required to choose the most probable location of the crash)

# Ramp Example (cont.)

Below is portion of a crash report for a crash that occurred on a ramp. This information can be reviewed to determine the relative location of the crash.



**AS NARRATIVE** (Include pertinent and unusual aspects, which are not listed elsewhere on the form)

Vehicle #2 exited off of I-40 East to the off ramp and stopped at the red light at Lenoir Rhyme Blvd. V#1 drove up behind V#2 attempting to stop behind him. Due to bald tires and chad showing on V#1 front tires, V#1 started sliding on the wet roads. V#1 driver tried to turn right with brakes depressed and the vehicle continued straight hitting V#2 rear end. No injuries were reported. V#1 was driven by driver to Lenoir Rhyme Blvd. V#1 is on I-40 East. V#1 is on I-40 East.